

MINUTES

HOUSING & TRANSPORTATION COMMITTEE

May 11, 2016

A meeting of the Housing & Transportation Committee of the Council of the County of Kaua'i, State of Hawai'i, was called to order by JoAnn A. Yukimura, Chair, at the Council Chambers, 4396 Rice Street, Suite 201, Līhu'e, Kaua'i, on Wednesday, May 11, 2016, at 10:37 a.m., after which the following Members answered the call of the roll:

Honorable Mason K. Chock
Honorable Gary L. Hooser
Honorable Arryl Kaneshiro
Honorable KipuKai Kuali'i
Honorable JoAnn A. Yukimura
Honorable Ross Kagawa, Ex-Officio Member
Honorable Mel Rapozo, Ex-Officio Member (*excused at 12:13 p.m.*)

The Committee proceeded on its agenda item:

Resolution No. 2016-39	RESOLUTION ESTABLISHING CROSSWALKS, STRIPED PEDESTRIAN WALKWAYS, AND INTERSECTION MODIFICATIONS ON WAIKOMO ROAD, KŌLOA DISTRICT, COUNTY OF KAUAI (This item was deferred to July 27, 2016.)
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Committee Chair Yukimura: I believe the Department of Public Works has a presentation, after which I will ask for public input. Can I have a motion to approve?

Councilmember Kuali'i moved for approval of Resolution No. 2016-39, seconded by Councilmember Kaneshiro.

LYLE TABATA, Acting County Engineer: Good morning, Committee Chair and Councilmembers. Lyle Tabata, Acting County Engineer for the record. We have prepared a presentation, which more detail has been added and I would also like to refer that more detail to the presentation of the questions that were sent in advance following up to discussion we had at first reading. It was submitted on May 2nd for your review. I will begin with the presentation. The project that we presented is a Safe Routes to School project that we had been working on, and as you heard at the public hearing, working very closely with Kōloa Elementary School for the last six (6) years. This is a picture and we just wanted to show how dramatic one of the original "Walk to School" days were with the support of promoting healthy living. Part of Walk to School Day is to promote a healthier environment, an effort in the health industry to provide forward intervention and help people. It has been proven that if people or children have activity in the morning before school, they tend to be more attentive and perform better in school. The project is in three (3) phases, as we mentioned earlier. The first phase will be from Kōloa Road

to Weliweli Road, as circled in the dotted section. This section of the road will include an eighteen (18) feet wide, two-way traffic traveled way with a six (6) feet striped shoulder, which is depicted in the solid line and the pedestrian marking on the road. Additionally, we have worked with the Kaua'i Police Department (KPD) and agreed that we will install delineators where possible. At driveways, we will not have delineators, but we feel that the flexible delineators should add for more separation from the traffic.

Councilmember Yukimura: Can you explain what delineators are?

Mr. Tabata: These are those flexible pin delineators that have reflectors on that you see out here on 'Eiwa Street and we have some on Kōloa Road as well, dividing the road.

Councilmember Yukimura: Are they just things in the ground?

Mr. Tabata: It is sticking up above the ground, about thirty (30) inches from the roadway.

Councilmember Yukimura: Okay, so it is like those plastic pipes like the one that is in front of the Humane Society on Kaumuali'i?

Mr. Tabata: Yes. Thank you. Phase II of the roadway goes from Weliweli to Kapau Road, and this section of the road is also two-way; however, we will have a twelve (12) feet wide traveled way with a six (6) feet shoulder with a dotted line to show the separation. This was an area of concern in the community. We had originally proposed that the entire traveled way would be one-way from Kōloa Road, all the way to Po'ipū Road; however, community meetings revealed that the community would support the project if we kept this section as a two-way travel way. Finally, the third section will be from Kapau Road all the way to Po'ipū Road, and in this section we are proposing a one-way traffic with an eight (8) feet solid striped shoulder, which will also have those flexible delineators installed along the traveled way. At the intersection of Waikomo and Po'ipū Road, we are proposing this arrangement, which allows for the traffic on the right-hand side to exit on either *mauka* or *makai*, and one-way in for the business that is on the bottom of the slide to have their access to parking, and then we would create an sheltered island for the pedestrians to then turn either *mauka* or *makai* to the two (2) lighted crosswalks that are available to cross the road, past Po'ipū Road. So what was asked for previously, the work includes pavement marking signs and a small amount of paving at the Po'ipū Road intersection. Our preliminary cost estimate is about seventy thousand dollars (\$70,000). One of two sources is proposed, depending on the timing of the project. Both funds are in the Roads Division and they have the line item in the budget for Safe Routes to School Projects or we can also secure funds from the Safe Routes to School Special Fund that we receive from the State of Hawai'i Department of Transportation (HDOT), which is funded through traffic citations.

The crash history of this road that we received from HDOT databases from 2006-2011: one (1) pedestrian crash involving a motor vehicle and a pedestrian walking on the roadway and four (4) single-vehicle motor vehicle crashes; three (3) at the narrow bridge, sixty (60) feet west of Kapau Road and one (1) vehicle ran off the road at Puni Road. Motor vehicle counts—we have put out counters and one

thousand seven hundred (1,700) motor vehicles per day on Waikomo Road were measured between Weliweli and Puni Road in 2014. Ninety (90) vehicles in the afternoon peak hour of the day would need to be diverted. Ninety (90) vehicles per hour is not a significant amount of traffic to divert, given the roadway network in the Kōloa-Po'ipū area, and I will be showing a slide later of the South Kaua'i Circulation Plan. Bike, walking, and bicycle counts—as was mentioned in the public hearing, Mr. Blake took counts; however, these are counts that we, in the Department of Public Works alone, have taken and we took this just yesterday: nineteen (19) were walking and six (6) were bicycling for a total of twenty-five (25). We wanted to note that yesterday was a special day for Kōloa Elementary School because many students were dropped off because they had to turn in a major science project that was due yesterday. So in the afternoon, fifty-one (51) students were walking home, three (3) using skateboards, and eight (8) were bicycling for a total of fifty-nine (59) people. This is just an overall of the Kōloa-Po'ipū network of roadways and getting closer you would see...is there a pointer? You can see that this is Waikomo Road right here and here is a closer view right here. Looking at the legend that you see over here, we are proposing a two-way separated section here and two-way with the twelve (12) feet wide travel lane and one-way in this last section. Of note, from intersection improvements, our plan up here at the 'Oma'o...where is the bypass road...the Western Bypass, Kōloa-Po'ipū Road intersection, Mailihuna, Po'ipū, and over here, Waikomo-Po'ipū Road. This is based off of the South Kaua'i Community Plan that was recently adopted.

Other questions that we received were about the Pa'anau Road connection. So connecting Pa'anau Road with Ala Kalanikaumaka, we agree, would relieve the school-related congestion; however, as our photo depicts, there is a difference in grade between twelve (12) and fourteen (14) feet. The cost of this connection project is estimated would be between one million three hundred thousand dollars (\$1,300,000) and one million eight hundred thousand dollars (\$1,800,000) and would not allow any left turns from Ala Kalanikaumaka to Pa'anau, so about three million dollars (\$3,000,000) to allow all of the turning movements. The Housing Agency opposes this connection for several reasons: the increased traffic along the school frontage where there are a lot of children walking to school, the Pa'anau Road is of substandard-width near the Po'ipū Road, there are possible Environmental Justice concerns with creating a busier road running traffic through the low-income area, blocking the natural flow of circulation through buildings in Pa'anau Village Phase II, and access to Pa'anau Village Phase II would have been very challenging to build.

Changes to the Kōloa Elementary School drop-off and pick-up—County staff will contact Kōloa Elementary School to evaluate the drop-off and pick-up procedures. The school will need to lead this effort and make any final decisions. A remote drop-off park and walk can also be considered to reduce traffic on Po'ipū Road; however, any changes must take into account the need for additional school staff to monitor activity. We have been told that anytime there is any pick-up or drop-off area or additional, the school would have to approve that and staffing would need to be secured to monitor that. That concludes our presentation. I would like to just add that we understand that one of the areas of concern is this section right here and in working with KPD, they even made suggestions and comments to us of, "Why do you not just make it a one-way?" So after discussion, we are agreeing to let us propose a six (6) month evaluation period and after six (6) months, we will revisit and they will keep in close communication that if there are

any incidents along this one section, that it is being narrowed, we will revisit and make appropriate changes to either reverse and go back and make it one-way or onto it. I think that some of the comments that were brought up at first reading were very good comments and suggestions, so we have taken those into consideration and I believe that we have even engaged KPD even closer to be involved with us, and instead of just sending them memorandums, we are agreeing that we are going to go to the project sites in person with them and evaluate what the engineers are proposing. We have come to the realization that we have the engineer of record, who is a licensed engineer who is responsible for the design; however, we need to work with KPD very closely on how they are going to enforce what we design. I think we have learned a lot in the last few weeks on collaboration and we are open for questions right now.

Committee Chair Yukimura: Thank you, Lyle. Questions?

Council Chair Rapozo: I have a question.

Committee Chair Yukimura: Go ahead, Chair.

Council Chair Rapozo: So you are saying that KPD is recommending that Section B to be one-way?

Mr. Tabata: They suggested that, but in discussion with them, they agreed to do a six (6) month evaluation period to monitor.

Council Chair Rapozo: Okay. I see KPD here and they can come up later.

Committee Chair Yukimura: Anymore questions? Vice Chair Kagawa.

Mr. Tabata: Do you want KPD up here?

Committee Chair Yukimura: Can you both come up?

Councilmember Kagawa: He can answer Council Chair's question first.

Council Chair Rapozo: Lyle, in the traffic counts, did you do any traffic counts from vehicles turning right from Waikomo to Po'ipū throughout the day? You are proposing the one-way, right?

Mr. Tabata: Yes. Those traffic counts are two-way traffic.

Council Chair Rapozo: Right now?

Mr. Tabata: Yes.

Council Chair Rapozo: Right, but you are proposing Waikomo Section C as a one-way, right?

Mr. Tabata: Yes.

Council Chair Rapozo: Which means the vehicles...I am sorry...from Po'ipū to Waikomo...I was going the wrong way.

Mr. Tabata: I am sorry?

Council Chair Rapozo: From Po'ipū Road up to Waikomo, did you do traffic counts on those?

Mr. Tabata: The one thousand seven hundred (1,700) is two-ways, not one-way.

Committee Chair Yukimura: I think the Chair is concerned that when you make this segment one-way, then cars will be prevented from turning off of Po'ipū Road, right into Waikomo, right?

Mr. Tabata: Right.

Council Chair Rapozo: Or left. You cannot enter Waikomo.

Mr. Tabata: You would be able to turn left right here to get to this parking only. Then we will have the one-way street signs posted so that nobody who turns in here can go up Waikomo Road.

Council Chair Rapozo: My concern is how many vehicles are we going to push down to the Kōloa-Po'ipū junction by this one-way. That is what I want to know.

Mr. Tabata: About ninety (90) vehicles.

Council Chair Rapozo: Out of one thousand seven hundred (1,700) cars, only ninety (90)?

Mr. Tabata: Ninety (90) per hour and nine hundred (900) per day.

Council Chair Rapozo: Ninety (90) per hour?

Mr. Tabata: Yes.

Council Chair Rapozo: So you are saying that is acceptable, in addition to what we already have there? We already have congestion at the intersection, so we are going to add ninety (90) more per hour.

Mr. Tabata: At this intersection?

Council Chair Rapozo: At Kōloa-Po'ipū.

Mr. Tabata: Oh...

Council Chair Rapozo: That is where the cars are going to have to go.

Mr. Tabata: Yes. We are planning intersection improvement there.

Council Chair Rapozo: Okay. I guess the other question for KPD is, is that KPD's position that those roads should be one-way?

JASON OVERMYER, Traffic Safety Unit: Jason Overmyer, KPD Traffic. When looking at plans and especially whenever we have special events, whenever I look at pedestrians and vehicles on the road at the same time, I prefer to have them completely separated. I do not like having a vehicle and a pedestrian sharing a lane at the same time. In looking at this plan in Section B, which was the middle section from Kapau to Weliweli...

Committee Chair Yukimura: That "A" is...

Mr. Overmyer: Yes, the "A" throws it off, but it is actually the middle section.

Committee Chair Yukimura: It is the blue section.

Mr. Overmyer: Correct, the blue. Initially looking at it from a safety standpoint, I would prefer to have it one-way because now you do not have vehicles sharing the road if you have vehicles coming at each other and pedestrians, you are going to be mixing the three (3); however, my understanding from the community meetings on the outreach that was done, to get the buy-in from the community, they wanted the two-way traffic, due to all of the homes off of that Kapau-Puni area. The majority are going to be going out of town or going into Kōloa Town, so they would prefer to make the right turn instead of being forced Waikomo up Po'ipū. So that is initially when I look at it, I would prefer it to be one-way, but based on what the community is asking for, I agree with Lyle to try it this way, give it a six (6) month trial time, and during that time we will be monitoring closely and they are going to be monitoring closely, and if during that time even before that six (6) months, if we come to where we have issues where we are getting calls and vehicles and pedestrians that are coming close to collisions and heaven forbid a collision, that we can change it to either one-way or back to it was during that time.

Committee Chair Yukimura: Can we do follow-up to this particular area?

Councilmember Chock: I do not know what the speed limit is in that section, but could we reduce the speed in that section in order to create a safer...

Mr. Overmyer: The entire stretch from Po'ipū to Kōloa is all twenty-five miles per hour (25 MPH); reducing the speed is always something that could be done. I think part of what we are going to be doing over the next six (6) months is not only monitoring the vehicle count, but the vehicle speeds as well. If we notice the reduction in speed, then we can look at reducing it or if we feel based on the plan that this speed limit is unsafe, we can also look at addressing it at that time.

Councilmember Chock: Okay. Thank you.

Committee Chair Yukimura: Thank you very much. Vice Chair.

Councilmember Kagawa: So coming into today, I did a quick poll and called five (5) of the guys that I know the best who are born and raised in Kōloa all of their life, and one of them is my relative, Neil Iseri, who lives on that street and he was the only one that said, "Either way," but the other four (4) said, "No way. What the heck are you folks doing? You folks are nuts." They did not know about this happening today. I am just wondering, who is in charge of letting the community know that this big action is happening today?

Mr. Tabata: Today? Are you asking today? It is your Council Meeting's posting.

Councilmember Kagawa: No, how do the residents know that this big action of changing a major street from two-way to one-way is coming upon them?

Mr. Tabata: I believe that you heard from the community at the public hearing, that those residents who came acknowledged and they were part of the lead, along with the County, to get all of the community involved and we had these community meetings. One community member in particular went out house-to-house to almost everybody on that street.

Councilmember Kagawa: I am tempted to name these four (4) names, but I will not. One of them runs a service station in Kōloa, one of them is a self-owned contractor, and one of them just retired as a manager from the Department of Public Works.

Mr. Tabata: On Waikomo Road?

Councilmember Kagawa: Yes. I am just wondering who was in charge of letting the local community...

Mr. Tabata: Me, ultimately it starts with me.

Committee Chair Yukimura: Councilmember Kagawa, just one clarification. Do they live on the road that is going to be altered or are they generally just Kōloa-Po'ipū residents?

Councilmember Kagawa: They live right near that area and they use that street often.

Committee Chair Yukimura: Okay.

Councilmember Kagawa: You would think that out of five (5) people I call, one would know that it is coming. Two (2) of them said they heard bits and pieces about this before, but they did not know that we are actually taking the action now and that it is coming. Who is the one to tell them...apparently, they do not watch channel 53; I had to call them. Two (2) of them work for the Department of Water, which is a branch of the County and they did not know anything. I am confused. How did we do such a bad job in letting the local community there, who have been living there all of their lives...

Mr. Tabata: I disagree. I believe we did.

Councilmember Kagawa: Let them know?

Mr. Tabata: Yes. We let as many people in the community know about our meetings. For this meeting in particular, I rely on the Council to get the word out.

Councilmember Kagawa: The Council is not proposing this change; you are.

Mr. Tabata: But for the Council Meeting agenda. I do not control the Council Meeting agenda and who it goes to.

Committee Chair Yukimura: Vice Chair, you are saying that anytime we propose changes like this to the street and circulation, your feeling is that we should send mail notices to everybody?

Councilmember Kagawa: Maybe they read the newspaper more than they watch channel 53. I do not know...something that works a little better. I cannot imagine how I call five (5) for five (5) that did not know...

Committee Chair Yukimura: Well, four (4) out of five (5) did not know...

Councilmember Kagawa: No, four (4) out of five (5) are totally opposed to the one (1) lane and one (1) out of five (5) said he is either way.

Committee Chair Yukimura: Okay. At this point, this is in the Committee, so if people want to give input, they can still give input for the Council Meeting next week and maybe you could let them know that we want to have their input. If there is a feeling that the Department of Public Works, whenever these projects are proposed, should take a systematic way...we can even put that in an ordinance form or get some agreeance, but we also have to be aware of the costs. There is a certain amount of responsibility on the part of the people who live in the community to try to stay informed about those things too, so it is a two-way responsibility. Other questions?

Council Chair Rapozo: I have a follow-up. So Lyle, how was the outreach done? At the first reading, we had someone that said that their spouse worked at Kōloa Elementary School and I was not sure if it was a teacher or something, but they had not heard either.

Mr. Tabata: I believe that person is a newcomer...

Council Chair Rapozo: Well, when was the outreach done?

Mr. Tabata: You want the exact dates? Okay, I will get that.

Council Chair Rapozo: Was it recently?

Mr. Tabata: Right here?

Committee Chair Yukimura: Yes. Will there be a stop sign there?

Mr. Tabata: This access...do you mean if we are going to allow local traffic through here? That is not what was intended.

Committee Chair Yukimura: No, it is like the three-way stop at Kōloa Town. You stop whether there is a kid or not because there is a crosswalk. I am just asking. We do not know how this kind of intersection works.

Mr. Moule: The answer to your question is no. Motorists are required to stop for pedestrians at the crosswalk, just like other crosswalks where there are not stop signs like midblock crossings and the, for example, the crosswalk between here and the Civic Center on 'Eiwa Street. Motorists are required to stop for pedestrians, but there are no stop signs.

Committee Chair Yukimura: I think that is why 'Eiwa Street makes some of us uncomfortable. Councilmember Chock.

Councilmember Chock: There was discussion and testimony about...is it going to cost the same amount to do the pilot or is there less of the budget involved in doing a trial period?

Mr. Moule: One thing we have talked about is if we want to do is a trial period, we probably could use paint as opposed with thermoplastic markings so there are both easier to remove and cheaper to install. The price we have given you in the presentation and the memorandum to you was for thermoplastic markings. I could not tell you offhand how much that would be reduced. I think seventy thousand dollars (\$70,000) was the number we quoted you for and now I think it would probably be twenty thousand dollars (\$20,000) to thirty thousand dollars (\$30,000) less than that at least, if not more, to do paint versus thermoplastic. We just started talking about that this morning, the idea of doing it with paint instead of thermoplastic for the trial. I do not have any more details for you, but it would be less and it would be prudent to do that if that is what you wanted to do as a trial, the six (6) month study, and we could do it with paint instead of thermoplastic.

Committee Chair Yukimura: Thank you. Councilmember Kaneshiro.

Councilmember Kaneshiro: I have a follow-up to that. I was thinking that the majority of the costs would be for that intersection area and not the striping because we have a striping crew and everything, but...

Mr. Tabata: Yes, we were going to resurface part of here to make it because right now, it is where we removed the tree.

Mr. Moule: Actually, the majority is the actual striping by far. We are only talking about a small...the tree is gone...we are talking about paving a small area here to connect to the existing crosswalk. In fact, we are probably not going to curb this island. In our most recent discussions, our plan is to bring...we have had some temporary curbs potentially, but we are planning to bring

Committee Chair Yukimura: Well, the kids who live in the Waikomo subdivision have a hard time getting to the Po'ipū side.

Ms. Kinnaman: I lived in Waikomo behind the bank. I use either road and, in fact, there is a third route that we used to use that would cross the stream, but that is another story. I use Po'ipū Road if I wanted to get candy or something, but Waikomo Road...if I wanted to get home, I would get home; whatever floats my boat at that time.

Committee Chair Yukimura: Okay. Thank you. Is there anyone else who wishes to speak a second time? If not, can the Department of Public Works just come up to show us the intersection of where you are putting the stop signs?

Mr. Tabata: Lyle Tabata, Acting County Engineer.

Committee Chair Yukimura: The question from Ms. Kinnaman was where are the stop signs going to be?

Mr. Tabata: I need the pointer. So this is the exit. I am not sure what the question was.

Committee Chair Yukimura: So there is going to be a stop sign right there where you pointed.

Mr. Tabata: That is a stop bar.

Committee Chair Yukimura: Is that the only one?

Mr. Tabata: Yes. It will go across the entire width of the road because one would be to turn this way, and then you would turn that way. The lighted crosswalk is up here and a little bit down here, the road further.

Committee Chair Yukimura: I think I have the same concern about that half roundabout. You would have a car...

Mr. Tabata: So car access would be just for this parking right here.

Committee Chair Yukimura: So they will not go through that crosswalk?

Mr. Tabata: They can and they will, yes. You have to go through here to get back out.

Committee Chair Yukimura: So will there be a stop sign where someone is turning left from Po'ipū Road into Waikomo Road? What if they want to turn around?

Mr. Tabata: The stop signs will be here.

Committee Chair Yukimura: What about the stop sign where that curved arrow is?

Ms. Sparks: That is what I suggested only because if, in fact, this change is premised on the idea of promoting the “Walk to School” program and to protect children better—going towards Kōloa Elementary School is where most of the kids would be walking, and then going away from the school in the afternoon where the kids walk. I am not suggesting that we have a pilot based on the present proposal at all.

Committee Chair Yukimura: Okay. Thank you very much. Is there anyone else who would like to speak a second time?

Ms. Kinnaman: Tessie Kinnaman, for the record. I am coming up for the second time because I may not be here next week to testify. I still stand behind what I have said, which is to leave the road alone. If there are any changes on that road, it should be speedbumps or speed tables on both ends of Waikomo Road, below Weliweli, Waikomo, and (inaudible). I believe that if you do a six (6) month trial study on Po‘ipū Road, the County should put in bike paths...not bike paths, but to delineate the bike lane on the sidewalk.

Committee Chair Yukimura: Bike lane on the sidewalk?

Ms. Kinnaman: Well, off of the sidewalk.

Committee Chair Yukimura: So you are suggesting a bike lane along Po‘ipū Road?

Ms. Kinnaman: Yes, because there is no bike lane at all right now.

Committee Chair Yukimura: Okay. You know that I would love that, but we are talking about the Safe Routes to School.

Ms. Kinnaman: I know. So the sidewalk there on Po‘ipū Road is also a route to the school. It is not only Waikomo Road. Can you put up that map again on that intersection of Po‘ipū and Waikomo? I do not understand that configuration because it looks like a half roundabout and right in the middle of that road where you see the pedestrian walking, there is a crosswalk in that travel lane. How many stop signs are going to be there?

Committee Chair Yukimura: We will call them up to ask about it.

Ms. Kinnaman: Okay. All I can say is just leave the road alone because works and it has been working all of these years. Any changes to it would really affect the circulation of that area, period. It is not only the bypass roads that are important; it is those little roads in between.

Committee Chair Yukimura: So just a clarification, you are saying that if it stays as it is, you think it would be safe enough for kids to walk to school?

Ms. Kinnaman: It will always be safe. They have a couple routes that they can use, either the Waikomo Road or Po‘ipū Road sidewalk. The sidewalk is safer.

Committee Chair Yukimura: Thank you very much. Is there anyone else who wishes to speak for the first time? If not, Ms. Sparks you were first and would like to speak for the second time.

Ms. Sparks: Norma Doctor Sparks. Thank you. First of all, I wanted to also recognize that the County has tried to get information from the community. I am concerned though that the day after I called the principal at Kōloa Elementary School asking for any kind of a survey, immediately after that, practically, the County Transportation Engineer met with the teachers and I just wanted to clarify that from my understanding, the teachers were supporting the "Walk to School" program. I think that the idea that this change is really to support the program and that if you do not want to have the changes in the road, then you are against the "Walk to School" program is not accurate. I just wanted to make sure that everyone understands that I do support the "Walk to School" program. I think there are many benefits to the children and adults; however, this change is going to be substantial to our everyday life in Kōloa. It is not just about convenience; it is about congestion and it is about looking at downtown Kōloa and how that will affect it. I would like to see a plan given out to the community perhaps in however way the Wailua Houselots had their notices, but I think it is sufficiently important that we get that kind of data and information to the community to see what is really today the thinking of the community. I do want to also talk about the pilot as well, if there is a plan that there will be pilot and that very, very little money is given to it. I would be very surprised if the majority of the people in Kōloa would support the changes that are now being proposed. I think there would be more people that would wonder why we are making the changes and whether or not the changes would actually improve our traffic patterns in Kōloa. I urge you again to ask for further analyses about the impact on Kōloa Town itself, downtown. I would also ask you to urge the department to give adequate notices to the community about any perspective change, and then to analyze what the community would be saying. I thank you again for this opportunity and I thank you again for listening about the needs for Kōloa and I appreciate it very much. Thank you.

Committee Chair Yukimura: Ms. Sparks, I have a question. In your testimony just now and previously, you said you would support a pilot project, so I am just trying to understand what kind of pilot you are thinking of.

Ms. Sparks: I believe that my testimony was to get an adequate analyses and after communication with the County that if, in fact, the County department had a plan that was approved and agreed upon with everyone, as much as possible, then they should do a pilot in terms of making Waikomo Road one-way during the morning, going towards the school and maybe one way going up. I do not support a pilot where children and cars would have the ability with their cars going into the part where the pedestrians would walk, which that would be Section B. I would not support a pilot in that at all. I think there needs to be some changes in that plan to better protect the children if, in fact, this change is premised on the idea of protecting children walking to and from school.

Committee Chair Yukimura: So you are saying one-way in the morning and the other way in the afternoon? Is that what you were talking about?

Committee Chair Yukimura: Thank you, Mr. Rosa. Is there anyone else wishing to testify?

JULIE SOUZA: *Aloha.* My name is Julie Souza. I did not come with the intent of saying anything about Waikomo Road today, but sitting here I was thinking to myself, "I did not get any notices," and thank you, Councilmember Kagawa, but I do not live on Waikomo Road; I live in Kukui'ula. But hearing all of the testimony today, I have to just agree with all of our friends that have spoken before me that we have to think about this. Right now, the congestion is on Po'ipū and Kōloa Road. If we stop cars from making a right-turn onto Waikomo...in order to get into Kōloa, you have to go up Po'ipū Road and make a right-hand turn. Right now, there are so many cars that are at that intersection without Waikomo even being changed. We have a traffic calming on Waikomo as it is, our little bridge, and there is a little dip there. You never see any cars speeding through there, but you never see too many children walking on that street. Children today are kind of lazy. Even though they want safety walking to school, the parents pick them up. There are not that many people walking on Waikomo Road. Why are we thinking of changing this little road into a one-way and harm the people that are living up on that upper section by the bank, and for the safety, the questions of any ambulance having to go in through there? So think about that and think about the congestion at Po'ipū and Kōloa, people trying to go up to Maluhia. I would think to put the money and energy from our Engineering Division into correcting Kōloa Town. It is not a very friendly walking town as it is right now. Think about doing something like that instead of changing this little road. That is my opinion. Thank you very much.

Committee Chair Yukimura: Thank you very much. Anyone else who wishes to speak for the first time? Mr. Blake.

THEODORE BLAKE: My name is Ted Blake. I think it was in 1987 when Councilmember Yukimura was...I do not know if that was the time you were in the Mayor's Office, but the town of Kōloa was designated as a historic preservation cultural area; the line went right around. We do not have much room on the roads. Waikomo Road, where I live, is eighteen (18) feet. If you take any more land, it would break down everyone's stone walls because there is no room. That is what we have to work with. Our forefathers, like I mentioned, anticipated that there would be congestion. We have two (2) bypass roads. It may be inconvenient for your normal route daily, but that is what they are there for. At least you have an option to get there. The top of the subdivision in the back of the bank...you have two (2) ways to come in through there. You come down on Weliweli off of Ala Kinoiki or you can come down Ala Kinoiki and come down in Wailani Road to get to those subdivisions. Yes, it is an inconvenience, as was the three-way stop on Kōloa Road was an inconvenience. Once they got *ma'a* to that, it is not a problem. The thing we are dealing with is...I differ with the opinion that kids do not walk. I see them in the morning when I pick my flowers on Waikomo Road and the amount of traffic that goes by. People do speed. When we take the speed limit, you are going to see people go forty (40) miles an hour from the dip in the road to Po'ipū Road; they fly pass there. You can check with the people who live there. Everyone on Waikomo Road talks about the speeding in that area. Thank you.

Ms. Kinnaman: Thank you.

Ms. Yamauchi: Your last registered speaker is Alice Parker.

Committee Chair Yukimura: Ms. Parker.

ALICE PARKER: Alice Parker, for the record. This is a matter that came up while we were talking about Waikomo Road and it is the matter of enlightening the public as to what is going on. As was mentioned, not very many people watch channel 53, to which I am addicted, but perhaps a public announcement could be put on channel 6 or something else, and also an announcement in The Garden Island newspaper in the classifieds. At least it is some way that the public could be informed of what was coming up so they could relate to and give information on matters concerning them. Thank you.

Councilmember Yukimura: Thank you, Alice. Are there any other speakers?

Committee Chair Yukimura: Glenn, you signed up Walter Lewis. Did you have any testimony? No, okay. I just wanted to make sure. Does anyone else want to speak? Mr. Rosa.

JOE ROSA: Good morning. For the record, Joe Rosa. Kuaʻi simply...whatever their plan is...on congestion. Instead of solving the congestion, they just pile more things into the problem. Closing Waikomo Road—what does it mean? No right turns into Waikomo Road? You go all the way to Kōloa Road from Poʻipū Road and add to the congestion over there. It comes from Maluhia Road...it is the same thing. What kind of engineering is that? Before they spend anything, why do they not try a one (1) month or two (2) month trial and see how the people react to closing Waikomo Road? Why spend money in improving Waikomo Road with sidewalks or whatever, and then it does not work? There goes the taxpayers' money again. Put a trial period where it will not cost you anything. Why do they not try a one (1) month or sixty (60) day trial period and see what kind of reaction they get from the public of Kōloa. It is the citizens of Kōloa that would be suffering from any kind of changes. It is not the tourists. The tourists come and go. They add to the problem, yes, but those are the kind of things. Do not spend money foolishly like they are doing on Rice Street and within fifteen (15) years they are going to tear it up again. Getting back also to that there, in 1960 when I worked with the DOT and we put in the new Poʻipū Road there, it was for the tourist development and Weliweli Tract. According to Mr. Val Knudsen, owner of Knudsen properties, he said, "You are going to get a new road to service the tourist area in Poʻipū," and that was by way of Hapa Road, the so-called "old Hawaiian trail" there. He said that was the general plan that they had when they were thinking about developing the tourist area on the Knudsen lands there. It was planned, but nothing has been done about it. Like Hapa Road, this historical thing, I do not know how often they have a walk through it and nothing has been done. It is not adding to the traffic problem. Before they do anything, plan it sincerely and do not come up here and say, "I believe" or "I hope that it will work." You have to be sure. How else can you do it by not giving the people a trial period of thirty (30) days or sixty (60) days? The County is spending too much money foolishly, and then the taxpayers have to pay for it. I will leave you with that thought. I thank you.

completely wrong. You are going to have to have sidewalks and curbs. I think those are the only two (2) things you are going to really protect where the kids should be walking or biking. I still want to know why all of our roads, no matter what width are not center-striped. As Council Chair pointed out and Lyle showed, there is a twelve (12) feet wide road there that is two-way, no center stripe on the thing, so cars wander one way or the other or drive the other person off the road. What is the rationale? Just like upper Waipouli Road is thirteen (13) feet wide most of the way and there is no stripe down the thing and two (2) cars go on it and bicycles go up and down there all the time. They run them off the road. I just want to know what the rationale is for saying a road has to be twenty (20) feet wide before it can be striped. It does not make any sense at all, especially when we were talking about this striping up here in Waipouli. I just have real concerns, basically for safety reasons for the kids and the public. Thank you.

Committee Chair Yukimura: Thank you. Next speaker.

Ms. Yamauchi: Glenn Mickens for Walter Lewis, followed by Tessie Kinnaman.

Committee Chair Yukimura: Mr. Mickens is not coming up. Ms. Kinnaman, you may come forward.

TESSIE KINNAMAN: *Aloha* Council Chair, Committee Chair, and Councilmembers. Tessie Kinnaman, for the record. This road is getting beaten to death. Just leave the road the way it is. I am speaking for the silent majority of Kōloa Town and this road has been a vital artery for our traffic circulation. For instance, if you have a traffic accident there by the intersection of Kōloa Road and Po'ipū Road, the people on Po'ipū Road by the school would have to backtrack to the bypass road to even get into Kōloa Town. I was born and raised in Kōloa and I know Waikomo Road very well. When was that traffic accident study done? To the best of my knowledge, there has been nothing very, very dangerous on that road. They make it sound like people are getting knocked down like dominos. Hello? Over sixty (60) odd years—I cannot believe they want to make this a one-way street. That second portion where Weliweli Road and where the stream is, is a flood zone area. If you are going to make any more improvements on that road, it is just going to undermine improvements. When I was a kid, we used to play on that road a lot with no lines. The thing that the kids nowadays are missing on that road is that they cannot climb the mango tree, the guava tree, or the plum tree on the way home. You just eat your candy. The fruits were our candy back then. Aside from it being a vital artery to Kōloa Town for everybody, and that also being a flood zone, I would like you to consider a couple of recommendations, that speed tables or speedbumps be put on Waikomo Road, since supposedly speed is a problem at the intersections of Po'ipu Road and Waikomo Road there where you make that turn, and then the other one at Weliweli and Waikomo. If the County does want to do a true Safe Routes to School program, they should upgrade or rehabilitate, stabilize, or install new sidewalks on the west side of Po'ipū Road where the white church is. There are only sidewalks on the east side. Then also put a bicycle path there. The kids play all over the road on Waikomo Road and here if they are directed to Po'ipū Road, the sidewalks...

Ms. Yamauchi: Three (3) minutes.

and I wanted to first stand on my previous testimony in which I was opposed to this plan because of safety reasons, but I also wanted to share with you this document.

Committee Chair Yukimura: Can we help pass that out, please?

Ms. Sparks: That is going to try to show it...this is from an application that actually looks at households in a particular area. The yellow highlight is really the area that we are talking about in terms of making changes to Waikomo. As you can see, right above there, there is a huge cluster of homes and we actually own an acre of property in that area, and that is the area that I am most concerned about in terms of the traffic pattern.

Committee Chair Yukimura: Would you like to use a pointer?

Ms. Sparks: Yes. This is the area that I am mostly concerned about. I think there was a lot of discussion with people who live here, but you can see this area, and my sister has lived in that property since 1948 and she never got any information about the changes here. It was talked about using the access roads and they come about here around this area, and then this area around, towards Kukui'ula. In order for residents here to actually go to Kukui'ula would be okay, but then going home, they still would have to either go here if they want to do it all the way around here, or if they wanted to go through the 'Oma'o route they still would have this congestion right in front of Kōloa Town. So it does not make sense to me that, in fact, this particular access road going to Kukui'ula is actually going to alleviate the congestion here. The congestion right here between Maluhia Road and Kōloa Road, which is where Sueoka Store is, is really, really busy right now. I think that the planners need to consider that and not consider the possibility of having just the access roads. I am also concerned about emergencies and I actually did ask KPD about how they would handle emergencies in Waikomo if, in fact, it is up here and this is just a one-way going down. Would they have to go around the access roads or would they have to come here again, through downtown and then to us? We would actually be penalized or be a danger more so because of the alignment.

Ms. Yamauchi: Three (3) minutes.

Ms. Sparks: My three (3) minutes are up, but I have additional work that I would like to share as well.

Committee Chair Yukimura: Yes, so you may come back after others have spoken. Thank you.

Ms. Sparks: Thank you.

Ms. Yamauchi: The next speaker is Glenn Mickens, followed by Glenn Mickens for Walter Lewis.

GLENN MICKENS: For the record, Glenn Mickens. Thank you. As far as those striped roads, I would be highly opposed to having these striped roads for kids to walk on down those places or anybody, even with those plastic poles sticking up. I think it is highly, highly dangerous. You are going to have some car maybe look one way or the other and hit some kid on the road. That is

Town, coming up Maluhia Road; I will go straight to the bypass and down the bypass and I will get to the roundabout before them when they come down Po'ipū Road. I think there are a lot of issues with Po'ipū Road just because it was the old road and has been there much longer and it is not as fast as taking the bypass road. Even going out of direction, which is clearly further, especially now that we have raised the speed limit on Ala Kalanikaumaka, which you all did one (1) year or so ago, and the signs are now up...

Committee Chair Yukimura: They are?

Mr. Moule: Yes. They have been up for a few months now.

Committee Chair Yukimura: Thank you.

Mr. Moule: It is actually faster to do that and I have actually even noticed from some of the mapping programs that if you are trying to get to Kukui'ula Shopping Center here, some of the mapping programs actually direct you to take the bypass road instead of taking Po'ipū Road. That was not the case some time ago, based on my past personal experience. So I think there are a lot of things that would happen. Obviously, when the northerly leg gets built...this is the biggest factor for reducing traffic on Po'ipū Road, but that is years away. It is not scheduled in the foreseeable future...

Councilmember Kualii: So the other item, which is totally separate, and this is my last question—the whole idea about the bypass road and the school and the school having a second drop-off point, access point, what have you; Wilcox Elementary School works fairly well because it has two (2) drop-off points...three (3) in fact...well, designated ones. The thing about the steep grade and the millions of dollars it would take to connect that road and to do it right with turning and what have you—the school property, the back of the property, actually goes towards, especially the future area, where the land that the State has for future expansion. If there was a way to design a drop-off point off of the bypass road, even if you could not connect the road for traffic, but if there was a secondary drop-off point, that might help alleviate traffic. Obviously, it has to come off the road and be safe with the circulation and all, but I think in the discussions with the school, as far as planning for the future, which future expansion has those lands already with the Department of Education (DOE) that hopefully you folks will get that as well.

Committee Chair Yukimura: Okay. Thank you very much. We would like to hear from the public now, unless there are any more questions. Thank you, Lyle and Michael.

CODIE K. YAMAUCHI, Council Services Assistant I: Committee Chair, you have registered speakers. The first speaker is Norma Doctor Sparks, followed by Glenn Mickens.

Committee Chair Yukimura: Ms. Sparks.

NORMA DOCTOR SPARKS: Norma Doctor Sparks. I am a Kōloa resident and I was born and raised in Kōloa. We have been talking a lot about maps today

Mr. Tabata: It depends on school staffing. We can only do so much to provide and beyond that we have to leave it up to the schools. For Safe Routes to School, they walk to school and they provide all of the monitors.

Committee Chair Yukimura: I am just thinking that is a way to educate for that six (6) month period; having adults around, observing what is happening. I do not know if the police are around observing what is happening, like if there is deviation, improper use, or improper behavior, so to speak, of cars or kids that there would be somebody to give guidance.

Mr. Tabata: Okay.

Committee Chair Yukimura: Any other questions? Councilmember Kualii.

Councilmember Kualii: Michael, along what you were saying about using the bypass road, in the middle there, connecting Po'ipū Road to the bypass road, that is an existing road that is being used? The blue and red right there.

Mr. Moule: It is an existing road that is not connected to the bypass road at this time.

Councilmember Kualii: So the plan is that would happen at some point?

Mr. Moule: The South Kaua'i Community Plan shows that as a future observation.

Councilmember Kualii: When will that happen?

Mr. Moule: It is not scheduled at this time?

Councilmember Kualii: So it maybe will not happen for a while.

Mr. Moule: It will be several years.

Councilmember Kualii: So it lessens the ability of people going across and using the bypass road?

Mr. Moule: Yes. For people that are coming from somewhere on Po'ipū Road north of the roundabout, that road would not be there...

Councilmember Kualii: It would either be coming from the top or the bottom, but not across the middle.

Mr. Moule: That is right.

Councilmember Kualii: Obviously, to get more people to use it, you need that space in the middle, I think, to shorten the distance.

Mr. Moule: I live on the south side, like I said, and I have done this before, driving my car. I have been behind a car here from Kōloa

Mr. Moule: We have not designed the before and after study fully at this time. It is something that we are in discussions with KPD about, but this is something that really has come up fairly recently, this idea of let us do an evaluation because of the concerns of this change.

Committee Chair Yukimura: Okay, but if the Council were to approve it as a six (6) month trial pilot project, you are committed to monitoring it so we can have good data at the end of six (6) months.

Mr. Moule: Absolutely. It is easy for us to set up counters and tend counts. That is not a problem.

Committee Chair Yukimura: Okay. The concerns, as I am trying to hear it, is the potential congestion at the Po'ipū-Kōloa Roads intersection, the inconvenience for people who used to turn right, but will not be able to, and then the safety of the blue segment where you are providing for two-way traffic and pedestrians.

Mr. Tabata: Yes.

Committee Chair Yukimura: On that two-way segment, you said you are not going to use those directional...

Mr. Tabata: Delineators.

Committee Chair Yukimura: Yes, so why not?

Mr. Tabata: To allow two-way traffic travel when there are no pedestrians in the travel way.

Committee Chair Yukimura: Okay. How will people know how to behave whether they are pedestrians or car drivers in that two-way section? Are you going to have signs that say "Yield To Pedestrians?"

Mr. Moule: This is something we are still working out because there are many examples of a similar design that is usually done for bike lanes and not for pedestrian lanes, which is what has been done thousands of miles in Europe and several dozen or more places in the United States, and they do not use signs at all, actually. I have not seen any examples with signs. The challenge with signs is that you cannot put fifteen (15) words on a sign because it is too many, so trying to find a message that is short enough and concise enough to say "Yield To Pedestrians" and to "Use Pedestrian Lane" is something we are working on. I have not yet managed to find a sign that I like, exactly. One thought is to not sign it at all and see how that works. If we can find a small enough, short enough sign, then we will do that. Again, with the examples that I have seen elsewhere, they are not signs, but just marked as we proposed, again, with bike lanes as opposed to pedestrian lanes and it is working. These are being evaluated and tested in other places in the United States and have been used for hundreds of miles in Europe. I cannot give you an exact answer because we have not decided on that yet.

Committee Chair Yukimura: Is there a value during the trial period to have some adult monitors watching during school commuting hours?

ten (10) to fifteen (15) to twenty (20) vehicles of that ninety (90) that are coming from the local neighborhood, so it might be seventy (70) or eighty (80) as opposed to ninety (90). Even if it were ninety (90) vehicles that were added to the intersection of Po'ipū Road and Kōloa Road, based on traffic analyses that have been done for the Kōloa area and based on the fact that there are bypass roads that have been built, we have not had a detailed analysis of exactly how that ninety (90) would change things, but based on other traffic analyses in the area, it would not be a significant level of congestion created by that change of vehicles. Primarily up to ninety (90) and probably less, primarily vehicles that would be going up and possibly likely turning right as opposed to left onto Kōloa Road...a simple right-turn movement there would not significantly increase congestion. In addition to all of that, because of the significant road network in the area, when you do something like change a link like this to one-way, what you experience, regardless of the fact that the signs that we are talking about, the directional signs that exist today, and we are looking at making some changes to those, you are going to see a general shift of how people may choose to travel. For example, I live on the south side on Weliweli Tract, and if I am going into Kōloa Town, I can take either way around the bypass, as well as Po'ipū Road. If I am going to the hardware store, it is almost equal distance to go into Po'ipū Road and take Waikomo Road to the hardware store or I can take the bypass. If it is one-way, I will not be going that way anymore; I will be taking the bypass every time. That is just one example of people in my neighborhood who would make that same decision and there are other locations in the south side where you see this type of diversion. Again, ninety (90) was really the worst-case scenario that we think might be added to the intersection of Kōloa Road and Po'ipū. If people take other routes, all of the other routes have even more access capacity right now because the bypass has been built. Because there is significant network, as shown on this image here, we feel that the shifting of traffic from a congestion point of view is not a significant issue. Now, how it inconveniences residents in the local area having to drive a little further, that is an issue that is very important to those residents and it is something that is important for us as the County and the Council to consider in making this choice. We have brought this to you all because based on our work with the school and the community, we feel that the importance of trying to separate pedestrians from motor vehicles...at this point, we are recommending it because after this long process with the school, it is more important than this diversion for some residents that it will take place. We do not believe it will create significant congestion, but it will inconvenience people and there is no doubt about that, which is why that is important to be considered.

Committee Chair Yukimura: Okay, so if this is done as a six (6) month pilot project, will you be monitoring the impacts and the traffic?

Mr. Moule: Yes. In fact, what we will do is take more counts prior to the striping and do some after the striping as well.

Committee Chair Yukimura: You need to establish a good baseline prior to any changes, and then after the changes are made, assuming they are just a six (6) month trial period, after which there will be major evaluation of how things worked or did not work, but you should be able to have that data for everyone to see. Do you know where you are going to be measuring?

of Kōloa and Ala Kalanikaumaka and 'Ōma'o, so that they also use the bypass to get to this other section of the resort. Part of the South Kaua'i Community Plan was to make Kōloa Road a more local road, which was only available...you cannot limit them, but primarily available to allow the visitors and community to get into the Kōloa area, but if you were going into the resorts, we wanted to direct the vehicles around the Kōloa-Po'ipū Road use.

Committee Chair Yukimura: Okay, so you are describing a way that through signage you are going to direct traffic away from that Po'ipū-Kōloa intersection.

Mr. Tabata: Yes.

Committee Chair Yukimura: And that is all good, but I think people are still concerned about traffic that is coming up Po'ipū Road that often uses Waikomo to bypass the Kōloa-Po'ipū intersection. For those going west, they can turn at the roundabout and avoid Kōloa Town entirely. There is another crossroad that eventually is going to be developed, right?

Mr. Tabata: Right.

Committee Chair Yukimura: Yes. So it is really the ones that are going right, back to their homes on Waikomo Road. What options do they have and to what extent would it create major congestion is the question? If they do not cause major congestion, then this one-way road is a not a problem.

Mr. Tabata: The traffic counts indicated that people turning right off of Po'ipū Road was an average of ninety (90) per hour or nine hundred (900) a day.

Committee Chair Yukimura: I thought you said the ninety (90) figure does not apply to Po'ipū Road, but is just...

Mr. Tabata: It is the total volume.

Committee Chair Yukimura: Okay.

Mr. Tabata: It is what came off of Po'ipū Road, with added to what is on Puni Road. Michael will try to explain it better.

MICHAEL MOULE, Chief of Engineering: Michael Moule, Chief of Engineering. So what we tried to express in the memorandum that we sent to you last week or May 2nd, I believe it was; we explained this in more detail than what we put in the presentation. Just to summarize that, the ninety (90) vehicles per hour is the maximum number of vehicles per hour in that northbound direction and represents the worst-case scenario of the number of vehicles that might be diverted from Waikomo Road to Po'ipū Road and to Kōloa Town a different way. It is likely going to be less than ninety (90) because some of that traffic is coming from the neighborhood, Puni Road as you suggested. So it might be more like eighty (80) or seventy (70). The trip generation for that Kapau-Puni area, fifty (50) houses, is approximately two hundred fifty (250) cars per day or twenty-five (25) per hour, based on the number of houses leaving that site. So you might see a reduction of

Road, that is a major congestion at Po'ipū and Kōloa Road where there is already congestion.

Mr. Tabata: So the ninety (90) that we list are vehicles going northbound.

Committee Chair Yukimura: Northbound?

Mr. Tabata: Yes, between Weliweli, but it is not an indication that it would be from Po'ipū Road or from the Puni Road subdivision.

Committee Chair Yukimura: The ninety (90) vehicles are going up Po'ipū Road and want to turn into Waikomo?

Mr. Tabata: No, the ninety (90) were between Weliweli and Puni Road.

Committee Chair Yukimura: Yes, but which way? They were going northbound?

Mr. Tabata: Basically, yes. It is the traffic between here through here in this corridor, going north was ninety (90) vehicles.

Committee Chair Yukimura: Okay, but that is not the data we need. We really need the data coming up Po'ipū Road that regularly now turn right into Waikomo.

Mr. Tabata: Right, specifically. What was measured was a combination from Po'ipū Road and Puni Road.

Committee Chair Yukimura: Okay. Where is Puni?

Mr. Tabata: Right there.

Committee Chair Yukimura: But Puni Road will not really be affected. If people want to go north from Puni Road, they do not have a problem.

Mr. Tabata: Right.

Committee Chair Yukimura: It is the people who are coming up Po'ipū Road who want to turn into Waikomo that would have the problem, and instead of turning into Waikomo, assuming they want to keep going north, they would go up to Kōloa Road where there is major congestion. My question is if we go back to that South Kaua'i Community Plan, to the extent that they are going towards Kalāheo, which is west, they could go through the roundabout and bypass Po'ipū Road entirely.

Mr. Tabata: Right. Part of the action that will be happening, along with the intersection improvement, is some directional signage that if you are going to go to the Grand Hyatt Kaua'i Resort and Spa and some of these resorts, we would have signage up here at the bypass entrance to help direct visitors away from Historic Kōloa Town, and then also signage at this intersection

Where was that? That is a six (6) year period, I am sorry. It was from the HDOT database. Then one (1) vehicle ran off the road at Puni Road.

Mr. Tabata: We can get the detailed data for you.

Committee Chair Yukimura: What I am trying to find out is how much applicability those accidents have on school time traffic or daytime traffic.

Mr. Tabata: We can get the detailed information.

Committee Chair Yukimura: Okay. Can we pull up the circulation plan for the South Kaua'i Community Plan?

Mr. Tabata: The close-up?

Committee Chair Yukimura: Yes. Of the ninety (90) vehicles that you say...let us see here...ninety (90) vehicles per hour...

Mr. Tabata: Can we go back? Michael just pulled up the data. We had two (2) crashes at night and two (2) during the day.

Committee Chair Yukimura: At the bridge?

Mr. Tabata: Yes.

Committee Chair Yukimura: He is still looking at that, so let us move on and we can come back to that.

Mr. Tabata: Okay.

Committee Chair Yukimura: I think I would be interested in those ninety (90) vehicles, where were they going and where were they coming from. How many would find easy alternatives if the project is implemented?

Mr. Tabata: This was between Weliweli Road and Puni Road.

Committee Chair Yukimura: Can you point that out on the map between Weliweli Road and Puni Road?

Mr. Tabata: That is the blue section.

Committee Chair Yukimura: Okay. So there were ninety (90) vehicles per hour that have been going through there one direction or the other and if they are coming down to Po'ipū Road and turning left, that would be no problem, right?

Mr. Tabata: Right.

Committee Chair Yukimura: The question I think comes back to Council Chair's question, how many would be forced to find alternative ways? The key times would be when you have congestion at Po'ipū and Kōloa Road. The concern is if ninety (90) vehicles are turning on Po'ipū Road instead of turning onto Waikomo

Committee Chair Yukimura: Where you have two-way traffic, you are not going to have those...what are they called, Lyle? I am sorry.

Mr. Tabata: Delineators.

Committee Chair Yukimura: Delineators?

Mr. Tabata: Yes, flexible delineator.

Committee Chair Yukimura: Okay. Councilmember Hooser.

Councilmember Hooser: What happens now? Do pedestrians walk along the side of the road, either on the grass or the pavement?

Mr. Tabata: Yes.

Councilmember Hooser: And there is much more traffic and no delineators and no lines? Do people just walk?

Mr. Tabata: Yes.

Councilmember Hooser: So if this plan goes forward, there will be less traffic and protections for the people who are walking, it seems like to me.

Mr. Tabata: Yes.

Councilmember Hooser: Okay. Thank you.

Committee Chair Yukimura: Other questions? If not, Lyle, on the accident report that you showed, the crash history, did you mark them on the map to see where they were and what time of the day they happened? Where is the narrow bridge on the map?

Mr. Tabata: It is right here.

Committee Chair Yukimura: There were four (4) single-vehicle motor vehicle crashes; three (3) at the narrow bridge, sixty (60) feet west of Kapau Road. I am wondering whether they were nighttime crashes.

Mr. Tabata: This is the stream and the bridge is right here.

Committee Chair Yukimura: Okay. They were single-vehicles. They were not collisions.

Mr. Tabata: Right.

Committee Chair Yukimura: Do you know what time they happened? I am just guessing that they happened at night. Can you find that out? There was one (1) pedestrian crash involving a motor vehicle and a pedestrian walking along the roadway. That was during a five (5) year period from 2006 through 2011.

Councilmember Kaneshiro: I think when it goes to outreach, say the people in Waikomo subdivision where they are not necessarily on Waikomo Road, but they are behind the bank in that area, but they still bring their kids to school and they may work in the Kōloa area and may not know that it might affect their way back to their house—I think if you were to expand the search, that might be the area where people were not aware of the change and you might get some good input. Maybe they do not know anything about the plan so they are going to oppose it and if they knew about the plan then they might be okay with it, but I think maybe that might be where the search would be because you are trying to get kids from that subdivision to walk to school anyways. It is not necessarily just the people on Waikomo Road.

Committee Chair Yukimura: Other questions? Thank you, Lee.
Councilmember Kualī'i.

Councilmember Kualī'i: I just wanted some clarification on KPD's recommendation, because at first I thought the recommendation was to make it one-way and try that for six (6) months, but I think it is the opposite, right?

Mr. Tabata: Right, we are going to try with the two-way.

Councilmember Kualī'i: So try what we think is dangerous and see how dangerous it is? See if anybody gets hurt? I am saying this because it is not wide enough, the two-way traffic, and the pedestrians.

Mr. Tabata: The reason being is because the traffic volume would be significantly reduced because the traffic coming off of Po'ipū Road would disappear. So the traffic volume that we are going to be seeing is only the traffic that is living in that Puni Road subdivision.

Councilmember Kualī'i: The basic concept is "share the road." It is not wide enough for all three (3) things to happen at the same time, so a car coming one way, a car coming the other, and pedestrians in the area that is lined up to say that it is safe for them to walk, cars will go in there.

Mr. Tabata: If the pedestrian is in the area, you yield the traffic to the pedestrian.

Councilmember Kualī'i: So if there is absolutely no pedestrian in the area...

Mr. Tabata: You would travel as normal.

Committee Chair Yukimura: This is a follow-up. You plan to have those dividers...what do you call them?

Mr. Tabata: Not in that section.

Committee Chair Yukimura: You do not plan to have them?

Mr. Tabata: Not in that Section B.

change. That is who I want to hear from as far as if they want it or not. We spent...maybe the Kōloa Community Association, but apparently from what I am hearing right now, and this is the first I heard, but apparently we did not do a very good job notifying the people that are going to be impacted. That is what I am hearing.

Mr. Steinmetz: You are right. The effort that we did in Wailua Houselots was done by the County, in partnership with the Planning Department and the Department of Public Works. Anyway, that is a very labor-intensive and time-intensive project; that is not to say that we cannot do that. What we do try to do is look at how we can do things efficiently and how we can partner with community groups. All I can say is that we took the approach of partnering with these groups and the school community to get the word out as a last labor-intensive approach than us doing direct outreach to everybody. You are right that when we do it that way, there are people who may not receive notice.

Council Chair Rapozo: People that live on that road, on the road that now instead of having to turn left to get to Big Save or whatever, now they have to go right and all the way around to get there. I do not know if that is a benefit. Anyway, I just wanted to find out what the outreach was and I think I am clear. Thank you.

Committee Chair Yukimura: Is it the Council's desire to have a more extensive process?

Council Chair Rapozo: Well, no, it is in our lap now. Twelve (12) feet, two-way traffic with a six (6) inch shoulder for walkers without a barricade—I am not supporting that. That is six (6) feet a car with a kid walking...

Committee Chair Yukimura: Okay, so you do not want to get more input, you just would like to make a decision now? Okay. Vice Chair.

Councilmember Kagawa: Just a follow-up. I know that it may seem unreasonable to you folks that...I apologize if I am a little bit passionate about this, but like when we did Hardy Street and 'Eiwa Street, we did not change...well, we changed this flow of traffic and we had some opposition, but I am talking about for Safe Routes, Hardy Street. When we did all of those changes, we still allowed two-way traffic, but changing something that has been in place for sixty (60), seventy (70), and eighty (80) years of flowing two (2) ways to one-way is a substantial change that we need to take that extra step so that I do not have this one hundred percent (100%)...I did a sample and called five (5) and five (5) for five (5) did not know this was coming this week and next week on final reading. To me, that sample is pretty solid. Lyle, I will give you the names right after this, but it is pretty solid. These people are coaches and business people right in the community. They all went to Kōloa Elementary School. I am concerned that we just did not take the extra step. That is all. It is not about opposing safety or whatever. I cannot believe that I called five (5) people and they all did not know that this week and next week, they are going to have a lane that has been in place, two-way, all this time, to one-way. That is all.

Committee Chair Yukimura: Councilmember Kaneshiro has a follow-up.

Mr. Tabata: Out of all of their staff, only four (4) teachers remained. It was eye-opening for me and I was glad that we reengaged with them. They were unanimous in signing that they were for it.

Council Chair Rapozo: What kind of outreach did we do for the residents? I can understand the school, but what about the residents that Councilmember Kagawa talked about?

Mr. Tabata: The residents on Waikomo Road...

Council Chair Rapozo: Waikomo and the neighboring streets, the people that use this road. Not everybody at the school uses this road. The school teachers and principals...

Mr. Tabata: They were all invited to the community meetings that we had.

Council Chair Rapozo: How were they invited?

Mr. Tabata: I will have Lee Steinmetz up, who did that effort.

LEE STEINMETZ, Transportation Planner: Hi, I am Lee Steinmetz, Transportation Planner with the County. Just to back up, some of the involvement I have been involved in...Lyle has been involved with this longer, so some of the history is before my time. I want to answer your question by just clarifying a couple of things. We did multiple things using multiple groups. We talked about the school as one group and requesting that they get the word out to the school community. We also had two (2) meetings that were hosted by the Kōloa Community Association, which one of those was linked with the South Kaua'i Community Plan, so the invitation went out to everybody on the mailing list of the South Kaua'i Community Plan and we had a follow-up meeting. When we ask a group like that to host a meeting, we rely on them to get the word out to their group, so whoever are members of that community association get notices of that through E-mail and other means. In addition to that, we prepared a letter, like a notice, and a couple members of the community volunteered to take that door-to-door to all of the people who live on Weliweli Road. I am sorry—on Waikomo Road and the side streets that feed into Waikomo Road. They took on that effort of going and talking to the community members and Mr. Blake was one of the people who took that on. So we tried to use those multiple means to...

Council Chair Rapozo: So the County did not notify all of the people that live in that area?

Mr. Steinmetz: We did not send a mailer or...correct. We relied on our partnerships with the community organizations.

Council Chair Rapozo: Now I think you can understand why...you know when you folks just did the canvassing of Wailua Houselots to see if we are going to extend that road. Why was that not done in this case? The people that I am interested in hearing from are the people that are going to be impacted by this

Mr. Tabata: No, this project has been going on six (6) years now and over the last six (6) years, we have had many meetings as recent as 2013 and 2014. It took us this time to package this project after getting the input and putting it into an ordinance and resolution to bring it here.

Council Chair Rapozo: Do not get angry.

Mr. Tabata: I am not getting angry.

Council Chair Rapozo: I am just asking how you did the outreach.

Mr. Tabata: We met with the school, going back to...

Council Chair Rapozo: So you only had outreach to the school?

Mr. Tabata: No. We had the Kōloa Community Association involved and they helped us get the word out.

Council Chair Rapozo: I guess that is what I am asking. How did we get the word out? If five (5) out of five (5) did not hear?

Mr. Tabata: The Po'ipū Business Association...

Committee Chair Yukimura: Can we let him just describe what they did?

Mr. Tabata: And we sent notices out.

Committee Chair Yukimura: So you said you talked to the school, spoke with the Kōloa Community Association, which had several meetings on it, and you spoke to the Po'ipū Business Association.

Mr. Tabata: We tried to engage the rotary, but they did not respond to us.

Committee Chair Yukimura: Okay, so that is the answer.

Council Chair Rapozo: Can I finish my question?

Committee Chair Yukimura: Well, I was trying to let him answer your question first and now you can have...

Council Chair Rapozo: I am just trying to have him answer it and not you.

Committee Chair Yukimura: Yes, go ahead, Chair.

Mr. Tabata: Most recently with the new principal, we reengaged with the principal at their staff meeting and met with all the new...I am going to tell you that I was shocked that only four (4) teachers were there back from two (2) years ago when we last met with them.

Council Chair Rapozo: Lyle...

the walkway across the existing grass space in the paved area. There is already a crosswalk marked all the way through here and we are going to actually connect to that. In fact, our current discussion does not look exactly like what is shown here at this point. The cost of the restriping all the way down the road is the majority of the cost of this project. The pavement is a relatively small amount. It is pretty long, around half a mile.

Committee Chair Yukimura: Other questions? I have a question then. Would the Department of Public Works be willing to have a one (1) page flyer with a map and descriptions underneath explaining the map, mailed to every box holder or resident in Kōloa-Po'ipū, and with a community meeting that will happen ten (10), fifteen (15), or twenty (20) days after the mailer goes out and get full vetting of the issue, and then do a pilot project?

(Council Chair Rapozo was noted as excused.)

Mr. Tabata: We will seriously consider that. Yes, we will do that.

Committee Chair Yukimura: You are pioneering Safe Routes to School and it is a very noble mission and purpose, not only to keep our kids safe and whoever walks to school, but also to encourage more walking and physical exercise because childhood obesity is a really big issue with huge implications.

Mr. Tabata: Yes.

Committee Chair Yukimura: So all of that is good.

Mr. Tabata: We will do...

Committee Chair Yukimura: I just want to say that you are not just pioneering the routing, but how to communicate with the community and get them onboard and get their understanding for this. If you do not mind doing that, I think that would be helpful. Are there any other questions about that possibility?

Mr. Tabata: We can do better...we need to do better.

Committee Chair Yukimura: It is based on the input that we have gotten today, so it has been a community/government effort, so let us try to see how we can evolve this thing and see how it works.

Mr. Tabata: I apologize for raising my voice earlier. It is emotional because a lot is at stake for the children out there and trying to change the community.

Committee Chair Yukimura: For the better. I think you all have the highest of intentions. Let us see how maybe we can make it happen together. Thank you very much. We will defer this matter perhaps?

Councilmember Kagawa: Can we have some discussion first?

Committee Chair Yukimura: Yes. Thank you very much. Discussion?
Councilmember Chock.

Councilmember Chock: I agree with the sentiment. I was ready to move this forward actually today, but I am glad that we did have the discussion even further because there are a couple of concerns. One is the community outreach. I think a lot has been done, but apparently not quite enough, so maybe there is more that can be done in that arena. I am a little bit concerned about the bigger picture in terms of how it relates to the traffic flow and where it is congested most. The fact is that people are walking on that road and children are walking on that road already and sharing the space with cars. So any improvement is going to be wanted for safety and that has to be considered. That is foremost on my mind. I really like the idea of if we can move in the direction of a pilot or trial period and study and analyze, as it was suggested by some speakers, to ensure that we are making the right decision and moving in the right direction. If the request is to defer, I am supportive of it. I think that we can and will do better, but we are all interested in seeing our children get to a safe route. Thank you.

Committee Chair Yukimura: Other discussion? Councilmember Kaneshiro, and then Vice Chair Kagawa.

Councilmember Kaneshiro: I have been supportive of the project and I do see the benefit in slowing down the traffic and making it safer for the kids, but I was a little uncomfortable on the outreach part. I know they did a great deal of outreach at the school and along the roads, but maybe if we could just extend it out to the Waikomo subdivision, behind the bank. That is the area where we are trying to get kids from that area, too, so I think it would be good information. I do not know how many kids are in that subdivision. I know there are a lot of older people in that subdivision. But if we could just get them informed about what is going on in the area because I am sure they use it. If you use it, it is not the end of the world that it is a one-way. I think it might just end up being an inconvenience on how you travel, but I think it would be good to get their opinion on how it affects them. I am not sure how many times people come through and use that road, especially in that subdivision, and how much of a hardship it would be for them to avoid having to turn right off of Po'ipū Road to get to their place. I would be a little more comfortable...if we are going to defer it, then I think it would give the Administration a little bit more time to do that kind of outreach and I would be interested to hear what they have to say. In the end, I do not think everyone is going to be happy with it and we end up needing to make a decision on what we think is best for the area.

Committee Chair Yukimura: Thank you. Vice Chair Kagawa.

Councilmember Kagawa: This is not a minor change and that is why I called and checked with some prominent people in the community like coaches from Kōloa and some
RESOLUTION AUTHORIZING THE MAYOR OR THE DIRECTOR
OF FINANCE OF THE COUNTY OF KAUAI TO ENTER INTO AN
INTERGOVERNMENTAL AGREEMENT WITH THE STATE OF HAWAII,
DEPARTMENT OF HEALTH FOR A LOAN FROM THE STATE WATER
POLLUTION CONTROL REVOLVING FUND FOR THE 'ELE'ELE
WASTEWATER TREATMENT PLANT IMPROVEMENTS,
PROJECT NO. C150050-11 that coach these students and work with them on a

daily basis. I am a little disappointed that they were not in support, being coaches and caretakers of these children. In my six (6) years plus as an analyst for this Council and three and half (3.5) years here, I have never seen a request to make a two-way street a one-way street for walking or a bike path—never. That is why this is unique and that is why we need to listen to the community a little bit. This is not every day kinds of stuff, changing a two-way street that has been used for one hundred (100) years or however long it has been to a one-way street with a bike path. I do not recall one. We can look at some of the solutions. I think the roundabout at the Kōloa-Po'ipū Road to ease congestion, for me, is a great idea right now. I think that would ease the congestion, a nice, functional roundabout in that area. It would be nice if we had that positive to bring to the community along with this, "Okay, well, we are going to take away this, but you are going to get this," and right now, we do not have the roundabout yet, so I think all we are doing is taking from the drivers right now. We are not giving them anything. I had testimony from Get Fit Kaua'i and Kaua'i Path and I get it; the bicycle enthusiasts want bike paths all over the place. This is not only about students walking to schools; this is about bicyclists having protected lanes to exercise and get to wherever destinations they want, and I get it. But like anything else, we have to use moderation. We cannot close every two-way street that the bicyclists want to use into a one-way street with a bike lane. It is not reasonable. The best way to enforce speeding is KPD doing periodic traffic enforcement of speed limits. When a person gets cited with a speeding ticket, they are not going to repeat it because they do not want to pay that ticket again. You hit them where it hurts the most: their wallet. But I understand that KPD cannot be everywhere. They do periodic enforcement. I see them up in Kapa'a. I am sure they are in every area. This is not the first request I got to enforce speed around the school. I just had one in Hanamā'ulu, King Kaumuali'i Elementary School. I had a request to put speedbumps and what have you, and instead, myself, with the help of Aida, did a request and KPD issued some tickets, slowed it down for a little bit, but I guess they are speeding again. So maybe we have to do another request. It is difficult. Everybody wants the cars slower and they want more shoulders, but the fact of the matter is that we all grew up walking to school, as well. We knew that we had to watch for the cars because cars can hurt us as pedestrians and bicyclists. I do not know what you call it—local knowledge or training from our elders and parents on how to properly use what we have? It would be great if we have established six (6) feet or eight (8) feet paths all over the place, but it is kind of hard. We did not plan for this one hundred (100) years ago when we sold properties and established roads. It is a difficult one for me. For me, it is a simple solution. You call people like Marilyn, Gilroy, and Bruce Sakimae and you just tell them, "Hey, spread the word to the coaches and what have you that this is coming." At least they will know. I do not know what else to say. Do we just operate through community meetings, which a lot of these local people do not attend and we say, "Well, the community supports it?" I do not think it is that hard to find a few of these prominent people's numbers and give them a ring and ask them, "Do you have any concerns or solutions?" To me, a better job could be done on the communication because this is not minor; this is major. Like Klayton Kubo said, "Majorly."

Committee Chair Yukimura: Thank you. Councilmember Hooser.

Councilmember Hooser: I want to thank the Director and all those involved in putting this plan together. I found myself thinking that I voted no on the salary increases and I started thinking that they do not get paid enough. They

are trying their best to do the job. They go out into the community and they talk to people. They have been working six (6) years on this project and they come in here and everybody knows better and everybody is going to nitpick everything they do. I think there is reason to ask questions and certainly there are reasons to ask questions from both the community and the Council. These guys have been working really hard, trying to do their best and I think we could treat them a little bit better. I think the community outreach is certainly that more is always better. I think we should not kid ourselves that anything is going to change because the community outreach has another meeting; we will still have people for it and people against it. No one is going to be all the way for it. There is always going to be people who are against it, so a judgment call will have to be made. I agree that we could use some community outreach and the plans can always be improved. As my colleague, Councilmember Chock mentioned, I think for me it is between weighing the safety of children and people who want to walk on that road, the children who want to walk to school, and the inconvenience of drivers. If I was going to balance it out or err on one side, I would err on the side of making it safer for the walkers who want to walk to school. If some of the drivers are a little inconvenienced, they will get over it, but the people will be safer. As our community grows, more and more people want to walk and more and more people want to drive, so there is more and more conflict, but we have to choose whose interest are we going to put forward first and I want to put forward personally, the interest of those children and residents who want to walk that road and walk to school. Right now, I think a good argument can be made that the road is less safe because people are walking there and there is no place to walk. They are walking on the shoulder, in the mud or in the grass, or they are walking along the road and having to lookout for the cars and the cars lookout for them. I see these improvements as one way to make the environment safer for walkers. Yes, we certainly could use curb, gutters, and sidewalks, but as was pointed out, for many reasons, expense is a big part of it, but the historical nature of the area is another part, in terms of moving walls and taking people's property and that kind of thing. I am hoping that we could move forward with this at some point in the future. I think additional community input would be helpful. Again, I applaud the department for the work they have done so far. Thank you.

Committee Chair Yukimura: Thank you. Councilmember Kualii.

Councilmember Kualii: The only thing I will add, because I think they represented a lot of my feelings, is that change is hard and that is why we have to take it incrementally in small chunks. We must always work harder to engage the community and we have to work on getting their support and their buy-in. So I hope even now that we will work on that before final plans are put in place and we take action. As always, safety has to be first. Thank you.

Councilmember Yukimura: Thank you. So it occurs to me that the proposed project is trying to implement the Council's policy on Safe Routes to School. We have a resolution about that. It is also trying to implement the Council's policy on Complete Streets, where streets are not made only for cars, but accommodate other users as well like bicyclists and pedestrians. The Administration is to be commended for trying to implement County policy so that it is not just something that is on the books, but it becomes reality in the lives of our community. How to do that and how to engage the community is one of the challenges as we embark on these new policies. I also want to express my thanks to the Department of Public Works for the efforts and to the community. Because we

are embarking on a shift in policy, how we think about our roads and how we think about kids going to school, we have these challenges that pop-up. I, too, do not think we are going to get one hundred percent (100%) agreement, but hopefully we will get better understanding of what we are trying to do and hopefully we will get our priorities straight, which is hopefully safety above convenience. Let us at least make sure that we include everyone in the discussion. Thank you to the Department of Public Works for your willingness to step back a bit and make sure that the community knows what is going on, and then come back to us. Is there any other discussion? If not, I would entertain a motion to defer to the July 27th Committee Meeting.

Councilmember Kualii moved to defer Resolution No. 2016-39 to the July 27, 2016 Housing & Transportation Committee Meeting, seconded by Councilmember Kaneshiro, and unanimously carried.

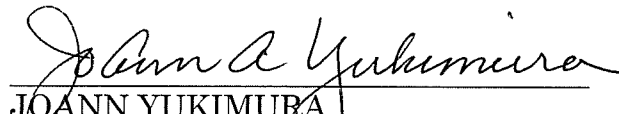
There being no further business, the meeting was adjourned at 12:30 p.m.

Respectfully submitted,



Codie K. Yamauchi
Council Services Assistant I

APPROVED at the Committee Meeting held on June 8, 2016:



JOANN YUKIMURA
Chair, HT Committee